

The highest building element inclusive of mechanical and elevator equipment shall not exceed 260 feet. The maximum height on State and Kilby Street shall not exceed 70 feet.

5. BUILDING SETBACKS

Building elements above 70' in height shall be set back a minimum of 30' on Kilby Street; 120' on State Street; 30' on Central Court.

6. AMENITIES

Street improvements shall include brick and granite sidewalks, pedestrian-scale lighting, seating and trees.

- a. The width of the existing State Street sidewalk shall be maintained.
- b. The Kilby Street sidewalk shall be 15' wide. A row of large trees shall be provided along Kilby Street.
- c. Doane Street between Kilby Street and the redevelopment site shall be reconstructed as a minor pedestrian entry to the arcade with service access provided to abutters. The improvements shall include a cobbled granite service lane, brick sidewalks, pedestrian scale lightning and street trees.
- d. A public space shall be provided at the end of Central Street Courtyard.
- e. The existing section of Merchants Row from State Street to Chatham Street shall be reconstructed as a major pedestrian way with service access to existing uses. The improvements shall include a cobbled granite service lane outlined by granite bollards, brick sidewalks, street trees, benches, and pedestrian scale lightning.
- f. Granite paved cross walks shall be constructed across State Street as an extension of the Merchants Row improvements.
- g. The intersection of Kilby and State Street shall be reconstructed with granite paved cross walks.

7. PARKING

All parking shall be below grade and a minimum of 450 public parking spaces shall be provided. Parking access shall be from Broad Street via Doane Street.

8. OFF STREET LOADING

Service areas for the development and access to these areas shall be inconspicuous, safe, and fully enclosed. They must not interfere with pedestrian circulation routes. All service access shall be provided from Kilby Place.

9. CONSTRUCTION PHASING

The Authority requires that total construction of the project be completed in a single phase.

10. MATERIALS

All facades shall be of varying tones of granite. To create variety and visual interest, windows and groupings of windows shall be recessed, and granite surfaces articulated in character with adjacent structures along State Street.

11. DESIGN REVIEW PROCESS

The Authority requires submission of design drawings for review and approval at three phases in the design review process in accordance with submission requirements normally followed by the architectural profession and the Authority:

- a. Schematic Design Drawings
- b. Design Development Drawings and Outline Specifications; and
- c. Working Drawings and Final Specifications.

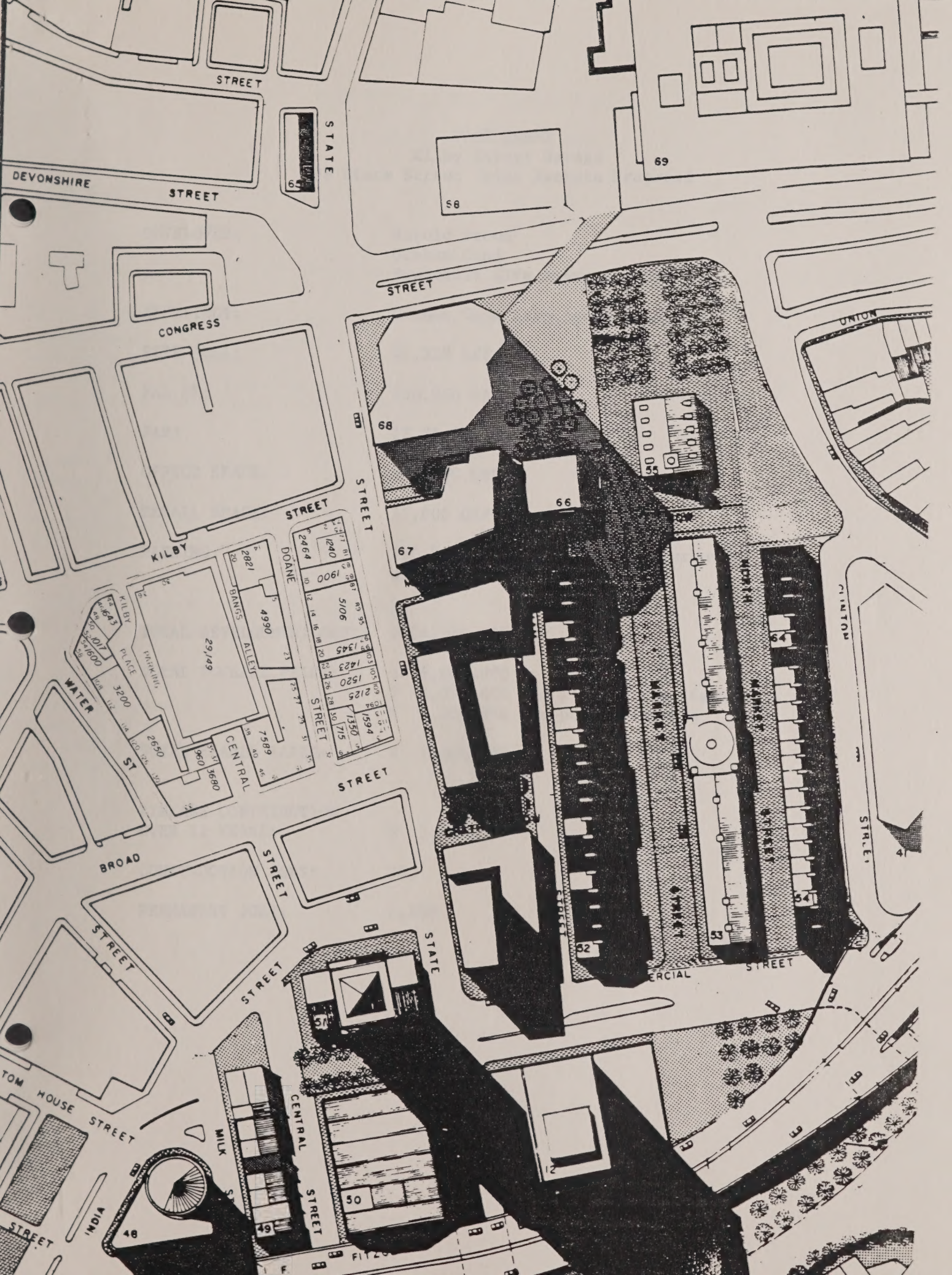
This design review process will include Authority review and approval of all exterior materials and all materials located in interior spaces accessible to the public and shall include review and approval of all changes from the approved drawings that may occur during the construction period.

12. LINKAGE

The developer shall comply with linkage policies as presented in the report of the Advisory Group on Linkage Between Downtown Development and Neighborhood Housing, issued on October 14, 1983.

13. REAL ESTATE TAXES

Real estate taxes for the new development will be paid according to normal City of Boston Chapter 59 Assessing Department practices.



FACT SHEET
Kilby Street Garage
99 State Street Joint Venture Proposal

DEVELOPER: Harold Brown
Graham Gund
Equitable Life Assurance Society

ARCHITECT: Graham Gund Associates, Inc.

SITE AREA: 44,528 LSF

FAR SF: 550,000 FAR SF

FAR: 12.24 FAR

OFFICE SPACE: 500,000 GSF

RETAIL SPACE: 50,000 GSF

PARKING: 450 Spaces on 3 levels underground.
all publicly available

TOTAL DEVELOPMENT COST: \$124,334,000

TOTAL PURCHASE PRICE: \$ 8,000,000
\$ 7,000,000 for Kilby Street Garage
\$ 1,000,000 for public streets

TOTAL YEARLY TAXES: \$ 4,000,000

LINKAGE CONTRIBUTION
OVER 12 YEARS: \$ 2,250,000

CONSTRUCTION JOBS: 280

PERMANENT JOBS: 2,200

FOUR FINALISTS FOR KILBY STREET

GARAGE DEVELOPMENT PARCEL

DEVELOPER/ARCHITECT

OFFERING PRICE FOR PUBLIC PARCELS

99 State Street Joint Venture
Graham Gund - Harold Brown
Equitable Life Assurance Co.
Architect: Graham Gund Associates, Inc. 8,000,000
Construction Consultant: Petros Palandjian

Kilby-Broad Associates
General Partners:
Robert C. Elder
Raymond W. Miller
Architect: The Architects Collaborative, Inc. 5,000,000

Kilby Properties Trust - Boston Properties
Architect: Moshe Safdie & Associates, Inc 4,100,000

Corcoran-Kilby Associates
General Partners:
John M. Corcoran
P. Leo Corcoran
Architect: Benjamin Thompson & Assoc., Inc. 7,300,000

MEMORANDUM

DECEMBER 15, 1983

TO: BOSTON REDEVELOPMENT AUTHORITY

FROM: ROBERT J. RYAN, DIRECTOR

SUBJECT: RECOMMENDING TO THE CITY OF BOSTON, ACTING BY AND THROUGH THE PUBLIC FACILITIES COMMISSION, THE TENTATIVE DESIGNATION OF NINETY NINE STATE STREET JOINT VENTURE AS REDEVELOPER OF THE KILBY STREET GARAGE DEVELOPMENT PARCEL

Kilby Street garage is the last of the four garages advertised by the Authority in November, 1982 for development interest. The Authority, as you know, was acting under delegation of powers from the Public Facilities Commission and the Real Property Board. The total parcel advertised for development interest was 29,149 square feet which includes the present Kilby Street mechanical garage.

As a result of the solicitation for development interest, the Authority received five preliminary proposals. As a result of the Authority's Second Stage Design Guidelines, the submissions were narrowed down to four proposals. As in the other garages, each proposal was subject to an intensive design review process by the Authority staff. The proposal by Ninety Nine State Street Joint Venture, made up of Harold Brown and Graham Gund, with the Equitable Life Assurance Society, and Petros Palandjian as construction consultant, best meets the design and financial requirements of the City.

As the developer controls ownership of 89 State Street and 5 Doane Street, for a total development site of 44,990 square feet, the developer is able to integrate this interior Kilby Street site with a very important frontage onto State Street while, at the same time, removing the adverse impact of the present 89 State Street on the streetscape of historic State Street. As you may be aware, 89 State Street has the upper floors covered with a blue aluminum exterior skin. By demolishing that structure and presenting a major atrium on State Street, the development is able to open up a whole new line of sight of the historic Custom House Tower itself along State Street and is able to provide an important connector with the Faneuil Hall Marketplace. In that regard, the developer will also be doing significant site improvements to the overall area including brick sidewalks and pedestrian level improvements on Merchants Row, which will create the immediate pedestrian link with the Marketplace.

The project will be a \$124,000,000 mixed-use development consisting of 500,000 square feet of office space and approximately 50,000 square feet of retail space and will include 450 underground parking spaces in three levels. The maximum FAR will not exceed the guidelines of 12.25 and the maximum height will not exceed the guidelines' limit of 260 feet. The initial submission by the developer was for a much taller structure of 410 feet, but the joint venturer revised their development through the design review process. As a result, it represents a superior product that has won the endorsement of the three-member special committee of the Boston Society of Architects which committee reviewed all the proposals and indicated that this proposal was "clearly preferable to the others".

The project has been designed by Graham Gund Associates, who is well-known in this city for designing developments that are very sensitive to the environments in which they are located and has worked well with Authority staff and others to satisfactorily resolve design and development issues. The Equitable Life Assurance Society as a joint venturer will guarantee the financing for the development. The disposition price for both the garage and the adjacent interest in discontinued street areas will result in an \$8,000,000 payment to the City for this presently antiquated garage facility. The development will produce approximately \$4,000,000 annually in taxes as revenue to the City, which is eight times the total present income to the City for the taxes on the overall site and rental of the garage. The inefficient Kilby Street parking that will be displaced will be more than offset by the 450 underground public parking spaces that will be provided in this new development. This modern conventionally-designed parking facility will provide much needed parking for the Marketplace shops and restaurants during the peak demand periods such as evenings and weekends.

This development, like the other garage development sites, will also be subject to the City's policy on linkage between Downtown Development and Neighborhood Housing and will result in \$2,250,000 of income over a twelve-year period for the creation of low and moderate income housing within the city's neighborhoods.

The City will continue to operate the Kilby Street garage and will receive the revenue therefrom until final disposition to the developers. The development will be subject to a continuing design review which will ensure the compliance with the terms and conditions for tentative designation which are outlined and attached hereto.

The Authority is, therefore, recommending that this so-called Kilby Street garage and the adjacent discontinued portions of Doane Street be tentatively designated to Ninety Nine State Street Joint Venture, all subject to the terms and conditions as outlined in the attached document entitled "Terms and Conditions for Tentative Developer Designation of Kilby Street Garage Parcels". Such Terms and Conditions are hereby incorporated into the recommendation by reference.

VOTED: That the Authority recommends to the City of Boston, acting by and through its Public Facilities Commission, the tentative designation of Ninety Nine State Street Joint Venture as redeveloper of the Kilby Street garage facility and the adjacent discontinued portions of Doane Street; said recommendation is subject to the incorporation of the terms and conditions as set forth in the document dated December 15, 1983, attached hereto entitled, "Terms and Conditions for Tentative Developer Designation of Kilby Street Garage Parcels"; and said designation is subject to all easements of record.

